

## IV. ORIGINAL TOWN COMMERCIAL TRANSITION ZONE STANDARD

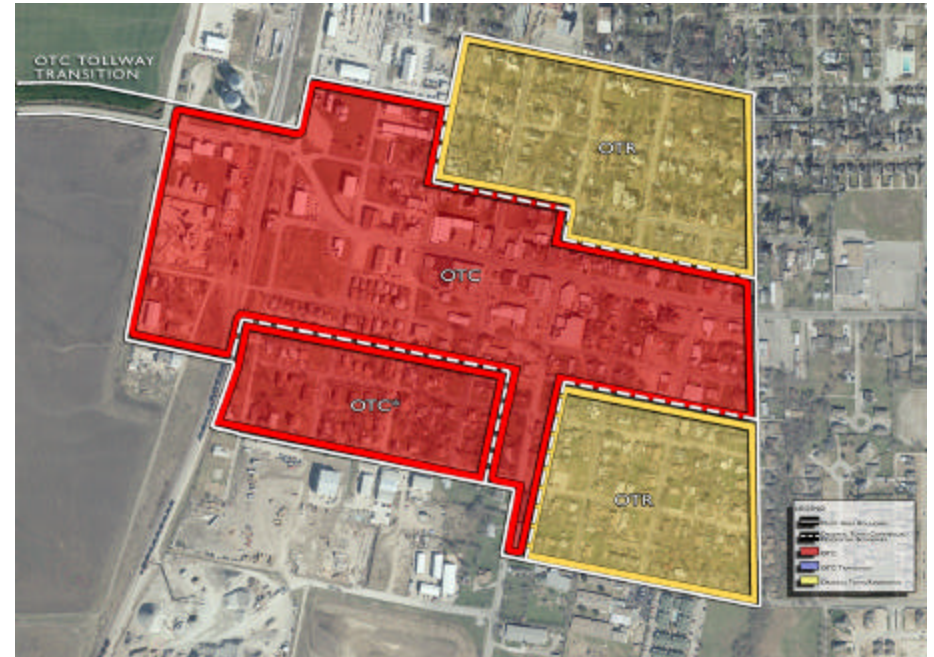
### 1. OVERVIEW

Recognizing that these areas are part of the OTC district, which was established to preserve areas of primarily commercial character within the downtown area, it is important that these areas also serve as a transition from the core of the OTC area to the surrounding Original Town Residential areas, the new Frisco Square development, and the surrounding transitional areas. Due to the historic nature of this area, these areas of the OTC district seeks to enhance and protect the commercial core of the downtown while providing the transition to surrounding areas. The OTC Transition zones will meet all the same elements established in the OTC Standards.

This Original Town Commercial Transition Zone Standards define the design intent and establishes the design standards that will direct development:

- |                            |    |
|----------------------------|----|
| 1. Overview                | 36 |
| 2. Tollway Transition Zone | 37 |

These Development Standards are intended to allow and encourage flexibility and innovation in developing projects within the Original Town Commercial Transition areas. They are to be a tool for the City in reviewing renovation and development plans, as well as, a tool for builders to understand the characteristics and intent of downtown development.



Original Town Commercial Transition Zones



Existing Transitional Zones

## 2. TOLLWAY TRANSITION ZONE

The location and placement of buildings on individual sites shall reflect consideration for roadway access, the preservation of major existing natural vegetation, visual impact, and the relationship to surrounding developments.

Development shall be sited as to maximize presence. The primary facade of all buildings shall face a public or private road or street.

The incorporation of slip roads and associated landscaping are required. Where slip roads are not physically possible, then a double row of large trees (minimum 3" caliper) are required 16' and 30' from back of curb.

All projects with parking fields must provide:

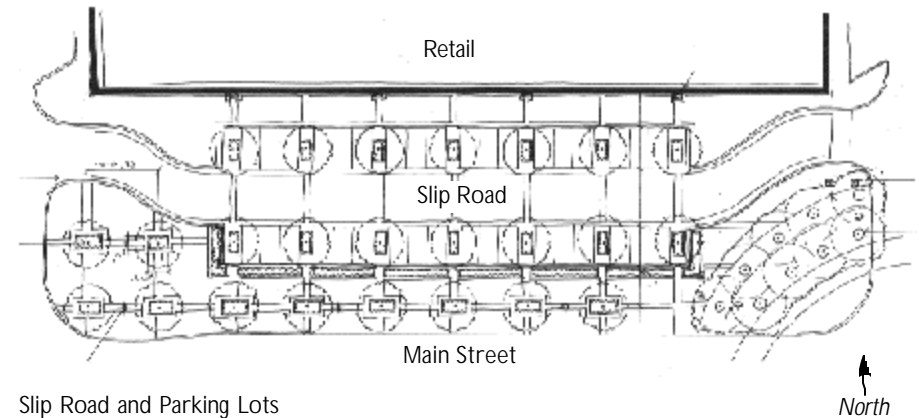
- a) Primary parking behind the buildings.
- b) Slip road parking areasMain Street.
- c) Driveways with medians at entries.
- d) Internal stacking areas (the drive lane between buildings from curb cut to parking behind buildings) will be a minimum of one hundred and fifty feet (150') at entries/exits. Stacking areas may only be intersected with slip roads.
- e) Drive lanes that define the streetscape experience from Main Street to building entry.

Building entries shall be emphasized by integrating potted plants, seating areas, and special paving that reinforce the articulation of the building entry.

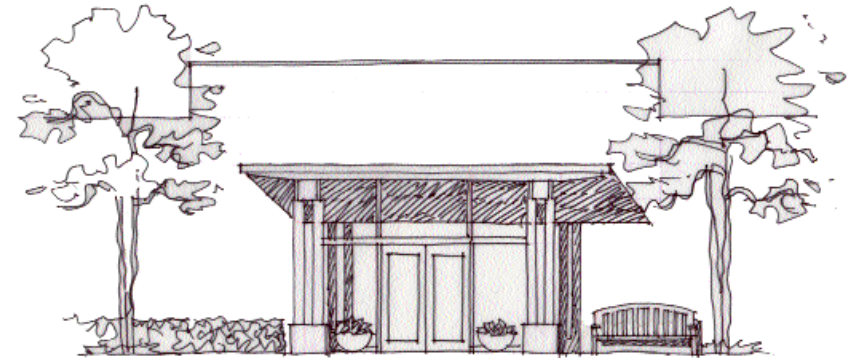
Special paving, for example, brick, exposed aggregate or special concrete finishes, shall be used to define building entries; special paving materials shall be selected for compatibility with building materials.

Pedestrian pathway connections shall be provided from building entries to parking areas and other pathways.

If outdoor dining areas are utilized then one thousand square feet (750S.F.) of outdoor dining areas per establishment is excluded from parking requirements.



Slip Road and Parking Lots



Articulation of Building Entry